

THE IRISH SITUATION

LOYD GEORGE offers home rule and conscription to Ireland in announcements so contiguous as to warrant a guess that the one is intended to compensate for the other.

The volunteering from Ireland has been heavy. Some hundred thousand Irishmen of draft age are needed for ship building, or food production. The remainder, against whom the draft would operate, are largely composed of men who would wait for the draft, even if there were no quarrel between England and Ireland.

The sympathy between the Irish in America and those in Ireland is deep and of long existence. How will the Irish in America feel about conscription for the Irish in Ireland?

The quarrel is not Britain's, but the world's. The Irish from everywhere are fighting, including hundreds of thousands of the Irish of Ireland. The Irish in America have volunteered in numbers, and have taken their due place in the draft. They will feel that a cause which is good enough to command their support is good enough to demand the support of all Irishmen.

The Irishman who has volunteered from Ireland will feel the same, but more strongly. He will regard the Irishman who remains behind as a slacker. His own life is involved, and all he believes in and prays for.

To talk of revolution and armed resistance upon the part of Ireland, is to speak of something which cannot be realized.

The program for home rule will reconcile some Irishmen to conscription. The welfare of Irishmen already fighting will reconcile many more. There is little danger that conscription will be seriously resisted in Ireland.

A WISE CONCLUSION

THE GERMAN-AMERICAN Alliance is better dissolved. It ought to be followed in this policy by all organizations in America which have for their object the preservation of language and nationalism not American.

It is not consistent with American policy that groups of men, coming from other lands to profit by the superior conditions on this soil, should organize themselves into exclusive groups, based upon the ideals, and tongues of foreign nationalities.

Under this theory, German language newspapers have no proper function in the American polity, and generally speaking, foreign language newspapers are out of place.

Solidarity is above everything necessary to the successful defense of the United States. Separative principles and institutions must be as far as possible eliminated, for the well being of everybody.

A SIMPLE PROTECTION

FREQUENTLY the solution of a problem is missed through the excess of effort devoted to a search for something new. The Shipping board, after considering a multitude of plans to make ships unsinkable, has decided that the most practicable scheme is to increase the number of bulkheads, which can be done for a trifling expense, and with no great loss of cargo space.

Hereafter American merchant ships will be divided into eight water tight compartments, instead of four.

The experience with submarine damage is now great. Many facts are at hand to show what injury is done to hulls by torpedo explosion. Not every ship torpedoed is sunk. Many limp into port, though much wounded. There is plenty of experience to show that eight bulkheads will greatly increase the probability of a vessel remaining afloat and making her way into harbor if hit.

LYNCH LAW

THE NEW sedition act removes what slight excuse formerly existed for application of lynch law to those suspected of disloyalty. Hereafter mobs who take the law into their own hands, will be apprehended and punished.

If any man knows of a disloyal person, let that man report the facts to the proper Federal officer, preferably, in Bridgeport and vicinity, to Mr. Lane, in charge of secret service, or to any Federal officer.

Acts that should be reported may consist of words indicating disloyalty, of disloyal acts, even though they may be trivial, and of anything that proves anybody to be disaffected with the government and its purpose to carry on the war.

Mob justice is frequently not justice at all; and may be the consequence of somebody's spite or malice. Lynch law in America is provocative of lynch law in Germany, and though there are few Americans in the Kaiser's territory, those few should have the safety of person to which they are entitled.

FAIRFIELD FINANCE

Boston, Liberty loan
total of
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THE VOTERS of Fairfield have decided in favor of a finance board by a vote of nearly two to one. The decision is wise. The town meeting has many advantages, but it is too cumbersome for the successful construction of budgets.

A financial provision for the support of a growing community needs careful consideration, that its income may be wisely expended. The recommendations of the finance committee are not in any true sense a limitation upon democratic action. Large bodies cannot act intelligently, except upon knowledge of the facts. This knowledge should be obtained through committees, representing the body. The report of a committee is merely a guide to action, and not controlling unless the judgment of the voters coincides. If a committee of the town recommends one course, and the town adopts the recommendation, that action will usually be the soundest; much sounder than the haphazard action of the whole body of voters, taken without much deliberation.

FIXING THE PRICE OF COAL

WHEN MR. RUSSELL fixes the price of coal, it would be pleasing if he would state the elements that enter into his price. Coal costs so much at the mine. It costs so much more to freight it by rail, or mixed rail and water. Unloading, storage and delivery cost money. How much is allowed, in Mr. Russell's tentative figures, for each of these elements?

THE MAN, YANKE

THE DIFFICULTIES that confront the secret service in Bridgeport are illustrated by the man, Yanke, who was arrested the other day, at the instance of Mr. Lane, in charge of the work of the department of justice in Bridgeport. Yanke had been a frequent visitor at the office of Mr. Lane, protesting his loyalty to the United States. He had been received at face value and accorded privileges. Yet he was absolutely dis-

loyal, and was finally discovered tearing down government Liberty loan posters. He will be interned, as he should be.

German citizens often have first knowledge of this sort of man. For their own sakes they should report all such cases to the department of justice. The principle of self-protection is strongly involved in such a course.

EXEMPTIONS AND STRIKING

EXEMPTION FOR industrial reasons is conferred solely because the work of the exempted man is regarded as more useful to his country than his service as a soldier would be. When the exempted man stops working the reason for his exemption automatically ceases, and nothing remains except to induct him into the service.

There is no excuse for strikes in ammunition factories. Just grievances will be redressed by the government, and should be borne until the government has time to adjust them.

Society cannot permit the lives of its soldiers and sailors, who endure so much, to be jeopardized by the caprice of men who would stop production because of inconveniences that in these times are scarcely worth the time of men to speak about.

A DUTY FOR LAWYERS

MITCHELL PALMER, custodian of alien enemy property, has asked the 140,000 lawyers, not in the army or navy, to report any alien property of which any of them may have knowledge.

Had this order been issued earlier the industry for the concealment of alien property might have been less thriving. It is notorious that lawyers, even in Connecticut, have not been unwilling to aid enemy aliens. By the use of devices alien property has been brought into corporate form, and protected from Federal seizure. How patriotic this work has been, each must judge for himself.

SUPERVISION OF AMERICAN TRAVEL UNDER NEW LAW

Bill Proposed in House To Enable Country to Protect Borders.

PRESSING NEED OF THE LEGISLATION

Restrictions Would Prevent Spies From Entering or Leaving the Country.

Washington, April 16.—Supervision of travel of American citizens so as to guard the country against operations of spies and other enemy agents is to be provided under the broad powers conferred by a bill pending in the House, with the administration and the foreign affairs committee as its sponsors. It is intended to give necessary supplemental authority to the government to watch its borders and act quickly where present laws are inadequate and to follow, in principle, at least the precautions taken by the warring governments of Europe.

Need of legislation is considered pressing. Recently there have been numerous suspicious departures from Cuba which it was impossible for this government to prevent. Other individual cases of entry and departure at various points have excited the greatest anxiety. This is particularly true, according to the government, in respect of the Mexican border. Passage across which cannot legally be restricted for many types of persons reasonably suspected of aiding Germany's purposes. The bill will be urged in both houses as an emergency war measure. It is intended to stop what Chairman Flood, of the House foreign affairs committee, calls "an important gap in the war legislation of the United States."

As soon as this country entered the war the President provided by proclamation, that German alien enemies might not enter or leave the United States without securing permission. When the war was declared against Austria-Hungary similar regulations were promulgated concerning Austro-Hungarian alien enemies.

"This measure of limitation of foreign travel was far from sufficient," the House foreign affairs committee reports. "The Trading with the Enemy Act" leaves Americans free to come and go. No argument is necessary to indicate the probability that Germany will, wherever possible, employ renegade Americans or neutrals as her agents instead of employing Germans about whom suspicion would be excited. The passage of important military information causes the government great anxiety, particularly as the attorney general has ruled that neither the President nor the executive department has power to curb the general departure and return of travelers.

"New legislation is the only remedy. In his address to Congress on December 4, 1917, the President emphasized the necessity of creating a very definite and particular control over the entrance and departure of all persons into and out of the United States. The Department of Justice drafted the bill now under discussion. It was introduced in Congress on February 26, 1918."

Citizens need not secure such permits as are required of aliens, but must bear valid passports. Passports will continue to be issued as at present by the Department of State, and there is no reason to believe, according to the framers of the bill, that any American citizen will be unduly inconvenienced by these restrictions.

While the power vested in the President is broad and comprehensive, the bill defines all the infringements of its terms which may be criminal. The bill places a maximum limit beyond which its penal provisions may not be carried and requires that all rules, regulations, and orders shall be reasonable.

"No one," says Mr. Flood, "can foresee the different means which may be adopted by hostile nations to secure military information or spread propaganda and discontent. It is obviously impracticable to appeal to Congress for further legislation in each new emergency. Swift executive action is the only effective counter-measure."

EASTERN ROADS RIDDING LINES FROM TIE-UPS

Congestion During the Bad Weather Being Cleared Up By Railroads.

WILL TAKE A MONTH TO CLEAR YARDS

Pennsylvania Lines Were Most Congested, According to Officials.

Washington, April 16.—Eastern railroads slowly are ridding their lines of the big freight congestion which developed during the long period of bad weather last December and January, but indications are that it will take a month longer to restore conditions to normal.

A report of the Railroad Administration today showed 41,726 cars more than normal held on Eastern lines. The Pennsylvania east of Pittsburgh were the most crowded, with 12,665 cars above normal capacity.

The second most congested road in the East is the Baltimore & Ohio, with 5,442 cars more than normal. Other roads show:

New York Central, 3,280; Lehigh Valley, 2,345; Pennsylvania lines West, 1,600; Boston & Maine, 1,350; Delaware, Lackawanna & Western, 1,192; Buffalo, Rochester & Pittsburgh, 784; Delaware & Hudson, 284; Michigan Central, 750; Nickel Plate, 1,183; New Haven, 913; Philadelphia & Reading, 664.

The Erie has cleared away all congestion. Improvement of motive power and good weather are expected to make it possible for Eastern lines to approach normal conditions by the middle of May.

COTTON DECLINE CAUSES FLOOR BROKER TO FAIL

New York, April 16.—On the opening of the New York cotton market today with another severe decline in prices, the failure of Gay L. Schiffer, one of the best known floor brokers on the exchange, was announced. It was said that his liabilities were not large.

Schiffer became a member of the exchange in 1893. First prices today showed breaks of from 45 to 110 points. May contracts opened at 23.50, July at 27.75 and October at 26.20.

Although the market continued extremely nervous, a quick recovery followed, October selling up to 26.90.

Liverpool cabled heavy selling orders here, the market there recording the maximum decline allowed in one day.

The first break was equivalent to \$5 a bale or about \$30 a bale below the highest of the season.

FIRE DESTROYS ZEPPELIN WORKS IN SWITZERLAND

Geneva, Switzerland, April 16.—Enormous loss was caused by the fire that started Saturday in the zeppelin works in Manzel, near Friedrickenhaven and destroyed the plant, according to reliable reports from Zurich, on Lake Constance. The works were burning for two large zeppelins and 40 aeroplanes comprising the whole fleet then at the plant, also were destroyed.

Many warehouses were reduced to ashes, as were also the offices of the plant. The number of victims was considerable.

There was something like a panic in the town where several houses were set on fire.

ARRANGE TRAIN SCHEDULES FOR ARMY MECHANICS

Final Increment Will Be Moved to Boston to Study on May First.

7 STRATFORD MEN GO FROM BRIDGEPORT

Will Be Given Two Months' Training At the Wentworth Institute.

Hartford, April 16.—Following a conference between Adit-Gen. George M. Cole and the New Haven road the train schedule by which Connecticut's final increment of draft registrants inducted for army service as mechanics will be moved to Boston May 1 was announced today. All Hartford men for this service entrained Monday.

Three Greenwich men, leaving there at 8:53 a. m., will leave New Haven at 10:32 on a special train reaching Boston at 2:24 p. m. The special will leave South Norwalk at 9:19, taking five men there. At 9:29 five men will be taken in Stamford. Seven Stratford men will catch the special in Bridgeport at 10:01. Three Milford men, leaving there at 10 o'clock, will catch the special in New Haven.

Five Branford men will leave there on a train at 8:58 a. m., which will take on five men in Groton at 10:04. Three Ridgefield men will leave Danbury at 7:20 on a train stopping in Hartford at 9:50, leaving there at 11:24, and reaching Boston at 2:43. To meet this train three New Milford men will leave that town at 6:11, stopping at Haverhill at 6:49. Two men will leave Canaan at 8:40 and make the special at Hartford, as will five Torrington men who will board a train there at 9:19 and leave Winsted at 9:40. Five men leaving Meriden at 10:52 will reach Hartford at 11:19. The special will stop in Vernon at 11:43 and take on three Stratford men leaving Rockville at 11:30. In Williamantic at 12:28 the special will receive three Plainfield men.

Nine Ansonia men will board the special in that town at 9:48. Three from Naugatuck will entrain there at 10:08. A train leaving Plainville at 7:54 will receive there seven men from Farmington. In East Hartford at 8:56 it will take on five men and reach Boston at 12:23.

Another train will receive two Middletown men in that town at 7:48 a. m. It will leave Middletown at 8:10 and reach Williamantic at 9:21, where the men will board the train reaching Boston at 12:23. Two Deep River men will entrain in Middletown at 8:10.

Four Norwich men will leave there at 9:05, Putnam at 10:18 and reach Boston at 12:23. Five Suffield men will leave Thompsonville at 10:12, Springfield at 11 o'clock and reach Boston at 2 o'clock.

All these men will be given two months' training at the Wentworth Institute, Boston.

IRISH PROTEST DRAFT IN MANY PARISH MEETINGS

London, April 16.—Meetings to protest against conscription were held in many parishes in Ireland, all classes of the population participating, says a dispatch from Dublin to the Times. Clergy took a leading part in all the meetings. Resolutions of protest are pouring in from public bodies and Sinn Fein clubs are very active.

"Unquestionably," the dispatch adds, "the present temper of Nationalist Ireland is very deplorable. The country has lost all sense of proportion and has forgotten, not merely home rule but the war. It is a country of contradictions, however, for in Dublin and some other towns voluntary recruiting has been remarkably good in the last few days."

The committee which is in charge of the drafting of an Irish home rule bill, says the Times, includes J. Austen Chamberlain, former secretary for India. This, it adds, is a "fact which suggests that he already is or is about to become a member of the war cabinet."

The same paper prints an appeal from Unionist members of parliament urging the immediate introduction of a measure of home rule, "as generous as can be devised by the light of the recent discussions of the Irish convention and in harmony with the ultimate goal of federal devolution."

\$250,000 BLAZE IN STOCK YARDS

Toronto, April 16.—Firemen virtually have extinguished this morning fire which did \$250,000 damage at the plant of the Harris Abattoir Co. at the union stock yards after burning throughout the night. Half a million dollars' worth of packing house foodstuffs was destroyed and \$250,000 damage was done to the plant and auxiliary buildings. The police are investigating a report of a mysterious explosion preceding the fire, which started in the plant's laundry.

Forces Landed To Protect Interests

Washington, April 16.—In giving out today the text of a statement made in Volodga by Ambassador Francis the State department made it clear that the landing of Japanese and British forces in Vladivostok was not in pursuance of any international agreement, but merely for the purpose of protecting the Japanese and British interests.

SIX OF CREW DROWNED

Halifax, April 16.—Six members of the crew of the former Lunenburg schooner Wanaug, torpedoed on March 27, were lost when a boat containing them capsized as they were about to make a landing.

THIRD LIBERTY LOAN SUBSCRIBER



Paste Your Certificate In Your Window

AIREDALE GOES BACK TO WILDS

An instance of a dog's return to the savage state of his wolf ancestry came to light in February in the Yellowstone National Park when Scout Anderson's report of a trip into the Buffalo Park country contained, under the heading of predatory animals killed, a mention of one mountain lion, one bobcat, four coyotes, and an Airedale dog.

This dog, which probably wandered into the park from some farm or settlement a few miles over the border, has been living in the Yellowstone in a wild state for several years. Whether or not he fraternized with his cousins the wolves and the coyotes can not be known certainly. No doubt he lived as they live at the expense of young and weaker deer and elk, and smaller prey. Probably he lived alone, against all animal kind as they were against him. There are well authenticated instances of dogs thus returning to savage nature. It speaks well for his tenacity and strength that, alone of his kind in a country where all kinds of wild animals live still their natural lives, he survived. He may have been a dog of good pedigree.

Anyway, the dog had been seen at intervals for several years and was officially classed among the animals which, alone of all Yellowstone's animals, are sought and killed because destructive of the harmless animals which make of this national park the best populated wild animal preserve in the world.

TWO AMERICANS REPORTED KILLED

Ottawa, April 16.—The names of the following Americans are included in last night's casualty list: Killed in action—E. Gaddis, Holyoke, Mass.

Died of wounds—G. Findlay, Manchester, N. H.

\$100,000 IN BONDS TAKEN BY CLUB

Chicago, April 15.—The Chicago National Baseball club has subscribed for \$100,000 worth of Third Liberty bonds, being the unexpended part of the \$250,000 that the stockholders appropriated late last year for the purpose of purchasing new players and otherwise strengthening the team.

NEW BARRACKS FOR NAVAL MEN

Cambridge, Mass., April 16.—The work of refitting College house, one of the oldest Harvard dormitories, for use as barracks for students at the naval wireless school here, was begun today. It is expected that quarters for 200 students will be provided.

INSTRUCTOR IS KILLED IN FALL

Austin, Tex., April 15.—Lieut. E. B. Markham, a flying instructor at Kelly Field, was instantly killed when the machine in which he was flying with a cadet dropped while making a tall shot, dropped from a height of 200 feet. The cadet was not hurt.

ST. LOUIS BANKS LEAD IN DRIVE

Washington, April 15.—According to latest advices to the treasury department the St. Louis federal reserve district has obtained a larger percentage of its quota to the third Liberty loan than any other district in the country. The total reported was 38 per cent. of its quota of \$130,000,000, and this did not include the city of St. Louis.

To Launch First Ship During May

Hoboken, N. J., April 15.—The first ship built at the government's request by the United States Steel Co., will be launched in Newark, N. J., by the middle of May, and the two yards in Mobile, Ala., and Newark, will be prepared to turn out a completed ship every 10 days. Elbert H. Gary, chairman of the corporation, announced here today at the annual meeting of the stockholders.

ENGLISH CASUALTIES.

London, April 15.—A casualty list published by the war office today contains the names of 504 officers. Seventy-nine were killed, 281 died of wounds and 140 are missing. Presumably this is the first casualty list from the heavy fighting in France in the last three weeks.

TO PROVIDE COZY HOMES FOR MEN BACK FROM FRONT

London, April 16.—A new plan to provide comfortable homes for discharged soldiers by enlisting country people to act as "country hosts" to the army men has just been launched by the Marquis of Sligo, himself a former captain in the army, and Viscount Knutsford, long interested in charitable enterprises. They have formed the Country Host Institution which "hosts" are urged to join.

The scheme has a two-fold object. It aims, not only at giving the broken soldiers a lift, but also to qualify them for farming work, thus increasing the country's food supply.

Briefly the plan requires the host to provide free lodging and board for the man and a good-sized garden or farm in which suitable, light outdoor work can be found for him. The man selected as guests shall be of good character, sober, not suffering from any serious ailments and able to look after themselves.

An allowance of 15 shillings a week will, if required, be paid direct to the former soldier-in return for his labor.

TRACTOR PLOUGHS MAKE NEW RECORD

London, April 16.—New English records for tractor ploughing were set in the annual spring tests at the new government "Tractor School of Instruction," at Mossley Hill. Two types of light tractor plough of the model adopted by the British government as most suitable for British requirements, worked for twelve consecutive hours in the tests.

The ground was a light soil and the tractors were required to pull four-furrow ploughs the depth of the furrow being six inches and the land fairly level, but slightly rocky. The work accomplished by the ploughs averaged 11.75 acres each, and the fuel consumption was 2.46 gallons per acre. The engines were run continuously for the allotted twelve hours.

Making An Aviator Worth Army Corps

(By Henry Woodhouse, in "World Look," for April.)

To make an aviator worth an army corps involves extensive training—and exceptional care and good equipment. "In the early stages of the war," Alan R. Hawley, president of the Aero Club of America, points out, "aviators were only used for scouting and directing artillery fire and there was no fighting in the air, no anti-aircraft barrage fire, no night patrol duty, no day and night bombing of the enemy at close range, no contact patrol, nor any of the other 20-odd dangerous duties which military and naval aviators must perform today."

"And the Allies count on the aviators to decide the war in the air by maintaining supremacy in the air by day and night."

"Do you realize what that means? Do you realize that in the air no quarter is given, no wounded or prisoners taken? In all other branches of the service danger begins only with active service. In the aviation service it begins with training."

The life of an aviator is one of increased intensity. After spending six weeks at a "ground school" at one of the Universities, where he learns the theory of flight, wireless, aerial gunnery, etc., he is sent to an aviation training camp, where he receives flying training in aeroplanes having a speed of not over 80 miles an hour. He first flies with an instructor, then alone and after 40 or more hours of flying training in aeroplanes having a speed, which includes flying in machines having a speed of up to 125 miles an hour, aerial acrobatics, bomb dropping, shooting at moving targets, directing artillery fire, taking photographs from different altitudes, cross-country flying, etc.

The coming 12 months will see a greater amount of air raids and aerial fighting, and the tendency will be to employ large numbers of large warplanes for major aerial operations against military and naval bases.

146 HONOR DISTRICTS.

Washington, April 14.—New England reported 146 Liberty loan honor communities, with one-half of the district's total subscribed in Massachusetts.

The Federal Labor Department announced that more than 100,000 men are being sent to work in munition factories and shipyards every month.